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## UNITED STATES LEADS WORLD IN ITS RAILROADS

(Special to the Republican)  
WASHINGTON, D. C., Sept. 2.—(Continued from page 1.)—The extent, amount of business handled, the vast capital invested and the importance of the railway systems of the United States compared with those of other nations are given in today's bulletin issued by the National Geographic Society from its Washington headquarters.

"With its more than a quarter of a million miles of railroads (257,569) on June 30th, 1915, the United States not only leads every nation in the world but exceeds by 50,000 miles the total railway mileage of Europe. In fact, it has two-thirds as much mileage as all the rest of the world combined. The length of tracks, including switches and sidings, reaches the enormous total of 384,000 miles—enough to reach from the earth to the moon and with a surplus sufficient to girdle the globe six times. Over these tracks 65,000 locomotives are operated, drawing 2,227,000 cars. If all these cars were converted into grain carriers and were placed at the disposal of the farmers of the country the entire 1915 wheat crop of more than a billion bushels could have been moved at once and not employed more than one third the total tonnage capacity.

"The average number of employees of all the railroads in the United States whose annual operating revenues amounted to \$100.00 or more last year was 1,499,312, the number of miles of road coming under this classification being about 225,000. The total compensation paid these employees was \$1,165,000,000, an amount exceeding the total revenues of the United States government for 1912-14 by more than a hundred and twenty million dollars. The average annual wage of railway employees is, therefore, \$2.56.

"Among the railway employees in 1914 the largest average daily compensation went to general officers, \$16.08, with other officers ranking second, \$6.42. Third in line of average daily compensation were the engineers, \$5.24, followed by conductors, \$4.47. The lowest wage was for the trackmen, a daily average of \$1.59. In every class save one (employees—account floating equipment) the compensation for 1914 was more than in 1913, the largest daily increase going to the general officers (29 cents), with firemen ranking next (9 cents), and conductors third (8 cents).

"For the twelve months ending June 30th, 1915, our railroads carried 976,000,000 passengers, 76,000,000 fewer than during the previous twelve months. These travelers paid the roads \$146,000,000, about 25 cents each, and the average receipts per passenger mile were a fraction under two cents. The number of tons of revenue-producing freight handled was 1,302,000,000, for which shippers paid the roads \$1,977,000,000. The average freight rate per ton per mile for these shipments was a little less than three-quarters of a cent.

"The total railway operating revenues for the year amounted to \$2,254,000,000, with operating expenses of \$2,058,000,000.

"The railway capital of the United States actually outstanding on June 30th, 1915, (\$19,719,000,000) was equal to 44 per cent of the total indebtedness of all the nations of the earth, computed prior to the outbreak of the European war. It is a sum representing more than 10 per cent of the total wealth of the country, and equal to the wealth of Belgium, Spain and the Netherlands combined."

### FINDS LACK IN MODERN CHILD

"Too Often Merely the By-Product of Marriage," Says a Writer

The North American child is too often merely the by-product of marriage. It serves as an outlet for that pride which its parents cannot always reasonably take in themselves. It is petted, cajoled, pampered, over-dressed and under-disciplined, till there is evolved a strange pygmy for whom the world soon grows banal, who is destitute of the petitionary appeal of childhood and who surveys an already anticipated and thoroughly anticipated future with the cold eyes of unnatural knowledge.

The world is its football. It is smart beyond description. But there is in the forced garden of its life no sheltered bud where may bloom the flowers of graciousness or peace. Of such will be the new aristocracy, and its traditions will be of grandfathers who by virtue of that fine native American jump headedness, delivered the goods of their period and were promptly and suitably rewarded.

But there will be few traditions of courtliness, scant reminders that noblesse oblige, and but scattered memories of inherited responsibilities. The sentimental dollar will still dominate. One generation was too busy collecting and the other will be too busy spending. The second generation offers no promise, and the third but little. The fourth will probably open a new and finer cycle.

Hire a little salesman at The Republican office. A Want Ad will see more customers than you can.

### Here Is Foot Comfort

Worried feet cause half the ills and discomforts that harass the men and women of our age.

### The Schoell "Foot-Eazer"

It is a remedy. It is a scientific arch support or cushion that eases the aches and tendons and gives them strength to carry the weight of the body at the foot arch.

It does away with all nervous and muscular strain and quickly replaces the natural elasticity to the foot and prevents flat-foot with its painful consequences.

Makes walking or standing absolutely comfortable, keeps shoes in shape and gives the instep a graceful arch.

The Schoell "Foot-Eazer" is made of two German Silver Springs, leather covered, and is easy to slip on and self-adjusting to all feet and can be easily slipped on and off.

They do not need tacking or pasting but are easily changed from one pair to another.

If you have any foot trouble whatsoever the Schoell "Foot-Eazer" will give you instant relief as well as rest and comfort.

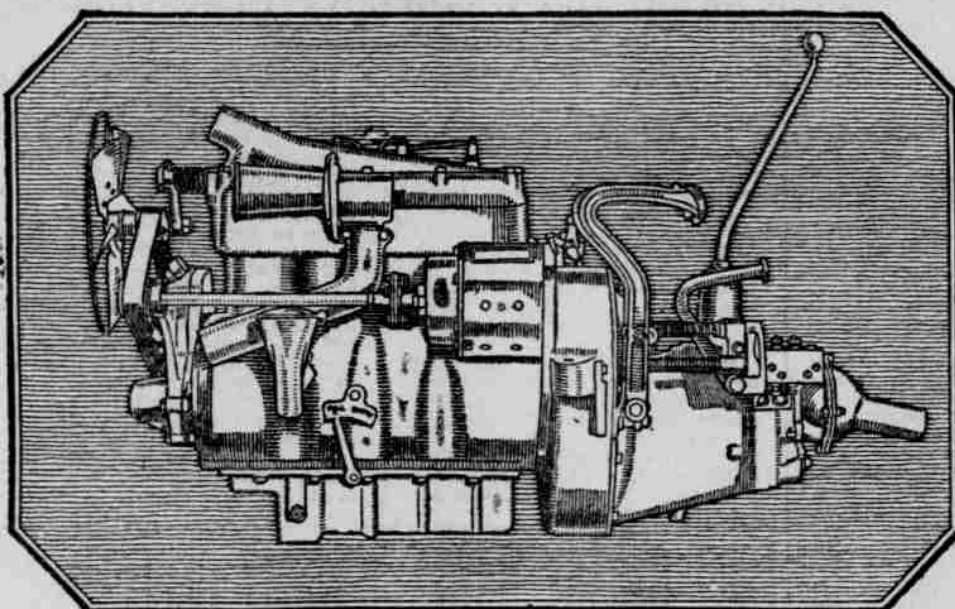
All sizes for men and women, \$2.00 per pair. We are headquarters for foot comfort and the Schoell "Foot-Eazer" is one of the principal means of conveying it to you. Let us prove it.

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# 33 4/5

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# From This Powerful MAXWELL ENGINE



Almost 34 horse-power from this regular stock Maxwell engine!

34 actual, brake horse-power!

Proved by an accurate dynamometer test, made in the Maxwell laboratories August 10, 1916.

There has been a lot of talk about horse-power, and we just want to let Maxwell owners and prospective owners know that in respect to horse-power, as in most other respects, the Maxwell leads by a comfortable margin. Not that we attach such great importance to horse-power. We don't. We never have.

Horse-power—abundant horse-power—is only one of many superior features of the Maxwell.

We are selling motor cars—complete motor cars—not engines or horse-power.

Horse-power is a matter that is secondary to motor efficiency and economy.

A giant has no advantage if he does not

apply, or wrongly applies, his strength.

Maxwell cars have horse-power—all you want, or need—probably more per pound of car weight than any other automobile in the world.

But we don't make any loud cry about it.

Because we have more than horse-power to sell you.

Because you are, and should be, interested in results, the net effectiveness of power.

We challenge competitive tests. We invite comparison.

Because we absolutely know that no car of its class or weight can surpass the Maxwell on speedways, on rough roads, through sand or mud, anywhere.

And because we know, and you will know, that, everything considered, the Maxwell is the World's Greatest Motor Car Value!

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## SMALLPOX IS TAKING HEAVY TOLL IN ATHENS

(Republican A. P. Leased Wire)

ATHENS, Greece, Sept. 2.—The epidemic of infantile paralysis in New York is rivalled by an epidemic of smallpox in Athens that is taking a heavy toll of children and adults in the city proper and in Piræus, the Port of Athens. Incidentally, Greek ships arriving from Alexandria report the spread of the bacillic plague in Egypt, and cholera has broken out in the island of Castelloriza, due to the arrival of refugees from Asia Minor. A quarantine has been established between the island and the ports of Greece.

The epidemic of smallpox in Athens has resulted in compulsory vaccination or re-vaccination, but it is difficult to carry out the orders as the supply of vaccine is limited, and the movement of the demobilized troops into the interior makes it difficult to combat the spread of the disease. The remarkable feature of the epidemic is the reluctance that is being placed upon the efficacy of one of the sacred icons, or images of Christ. The icon of St. Barbara of Nicomedia, in Asia Minor, has been brought with every pomp and circumstance from the ancient church of the convent of Daphni, near Athens, and set up in the church of Chrysosplintissa, in the quarter where the smallpox is taking its heaviest toll.

All morning during the transportation of the holy ikon the bells of every church in Athens and the Piræus tolled at regular intervals. The procession crept, afoot, along the sun-parched road that for five miles lies shadowless across the Attic plain—the ancient "sacred way," so prophetically described by Chrysostom. The black robes of the priests were slowly whitened by the dust and little streams of sweat made irregular lines down the gray faces of those who formed the cortege

bearing the sacred image.

The belief in the efficacy of the ikon of Saint Barbara is very profound among the simpler Greeks. Especially is this true of the artillerymen and firemen, whose patron saint, St. Barbara, is, not only in Greece, but in other countries as well, where her day is celebrated on December fourth. St. Barbara was a virgin martyred in 255 A. D. during the persecutions which characterized the brief reign of the Roman Emperor Maximian, or, according to another version, her head was cut off by her own father, who had failed to persuade her to renounce Christianity, in the year 306, under the Emperor Galerius.

Still further evidence of the belief in the power of icons is seen in the preparations for the annual pilgrimage to the shrine of the virgin of Tinios, which will be made on August 29. It is a belief current among the ordinary Greeks that the virgin saved the life of King Constantine I. last year when he hovered between life and death after an operation at the hands of two famous German surgeons. At a time when hope had practically been given up, it was decided to bring the sacred ikon of the virgin of Tinios to the bedside of the sovereign. All along the entire route peasants gathered and knelt at the roadside as the sacred image passed; and a minister in the ante-chamber of the royal palace marked on a special map the progress of the procession, while outside the palace thousands of humble Greeks gathered, many weeping with hysterical emotion.

Finally the image arrived and was set up in the bedroom of the monarch. According to the Greek peasant, from that moment the King's life was saved.

The image of the virgin of Tinios was then returned to its shrine on the top of a mountain whither, every year, come tens of thousands of devotees of the Greek church, much as French Catholics visit the shrine of Lourdes.

The 12,000 inhabitants of the island of Tinios have a total income of \$100,000 per annum from the yearly pilgrimage, which is over in one day.



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